

# CROSTOWN LINKS MAY START SOON

## Moses Expects U. S. to Pay 90% of \$150,000,000 for the Two Expressways

By **JOSEPH C. INGRAHAM**

Two long-deferred cross-Manhattan elevated expressways may be started this year, Robert Moses said yesterday. The routes are the Thirtieth Street (Mid-Manhattan) Expressway and the so-called Canal Street (Lower Manhattan) Expressway.

In a broad review of local and regional traffic problems, the City Construction Coordinator said he was hopeful that the east-west highways to relieve local congestion might be put in use within five years.

Need for the projects has been recognized for fifteen years, but no feasible method of financing them has been found. Now, Mr. Moses disclosed, he has put the routes on the Federal-state program with a high priority. If Congress adopts an expanded road-aid program, as seems likely, the Federal Government will provide 90 per cent of the \$150,000,000 cost of the expressways.

And, to assure the hard-

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# CROSSTOWN LINKS MAY START IN '56

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pressed city that it would not have to make more than a token contribution, Mr. Moses said he was ready to open negotiations with wholesale florists leading toward a modern flower mart under the Thirtieth Street route. The florists, now scattered in old buildings near the Avenue of the Americas from Twenty-sixth to Thirtieth Street, are anxious to relocate, the Coordinator said.

Rental of the space to the

florists would cover only maintenance costs, Mr. Moses stressed, but that alone is an important item. The city's share of the \$77,000,000 route across Thirtieth Street would be a maximum of 5 per cent of the \$34,000,000 cost of acquiring the right-of-way. The state would pay 5 per cent of this as well as 10 per cent of the construction cost.

Mr. Moses said advancement of the projects was based on the assumption that they would be handled by the Triborough Bridge and Tunnel Authority, of which he is chairman. The agency has the sole legislative sanction to proceed.

The Thirtieth Street route would link the Queens-Midtown and Lincoln Tunnels. The Canal Street crossing would channel

traffic between the Holland Tunnel on the west and, by use of a "Y" pattern, would link the Manhattan and Williamsburg Bridges on the east.

The Canal Street Expressway has a price tag of \$73,000,000, including \$28,000,000 for the acquisition of property. Maintenance of the structure would be through lease of ground space for parking, Mr. Moses said.

The big gap between start and finish of the east-west highways stems from the time-consuming process of condemnation and demolition of existing buildings, Mr. Moses reported. The new routes would not be on existing streets but would have independent rights-of-way so that abutting property would not lose air or light, he added.

Mr. Moses also made these

points in discussing traffic on radio station WOR and in an interview afterwards:

¶The through traffic (arterial) problem is well on its way to solution.

¶Street and local problems will plague the city for years.

¶No real off-street parking relief is possible under the present piecemeal city plan. A parking authority is still needed.

¶The last thing to do is ban private passenger cars. It would be an admission of defeat.

¶Night loading is inevitable. When congestion becomes bad enough the people will accept the kind of drastic regulation that will be required. It will be costly, but necessary.

¶Mr. Moses is not opposed on principle to garages under parks,

but regards them as impractical and unworkable.

¶A pedestrian underpass is needed badly at Columbus Circle to enable persons to cross safely between the Coliseum and Central Park West.

The Long Island Expressway, which is to go eventually ninety miles from Manhattan to Riverhead, L. I., is advancing as rapidly as piecemeal funds can be stretched, Mr. Moses said. It will not be developed as a single package, but to speed completion there is a possibility of levying a toll on the eastern-most fifty miles, mainly through Suffolk County, he noted.

In Westchester, Mr. Moses insisted, it is vital to start construction of Sprain Brook Parkway, which would be a new free route from the end of recon-

structed Bronx River Parkway through Putnam and Dutchess Counties. The first part of the long project, to be undertaken by the Taconic State Parkway Commission, would be to link the new Bronx River Road at Cross County Parkway with the main New York-Buffalo Thruway.

The most important thing for Westchester, Mr. Moses added, is the proposed Cross-Westchester Expressway.

Support of Mr. Moses' plan for activating the Thirtieth Street highway was expressed by the New York Board of Trade. The group said the overpass route would cut congestion by at least 10 percent by enabling through tunnel traffic to bypass local streets.

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